

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 ACDA-12 CEQ-01 CIAE-00 DOTE-00
EPA-04 HEW-06 HUD-02 INR-10 INT-05 L-03 NSAE-00
NSC-05 NSF-02 OIC-02 PA-02 PM-05 SOE-02 DOE-15
OES-07 SP-02 SS-15 TRSE-00 ICA-20 /133 W
-----116349 162107Z /62

R 161952Z MAY 78

FM USMISSION USNATO

TO SECSTATE WASHDC 1600

INFO ALL NATO CAPITALS

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E.O.11652: N/A

TAGS: NATO, CCMS

SUBJECT: CCMS: PROPOSAL FOR PILOT STUDY ON ROLE OF
TRANSPORTATION IN URBAN REVITALIZATION

REF: A) STATE 97458, B) USNATO 4875

THERE FOLLOWS BELOW TEXT OF PROPOSAL FOR PILOT STUDY ON
THE ROLE OF TRANSPORTATION IN URBAN REVITALIZATION, WHICH
WAS DRAFTED BY PARTICIPANTS IN TRANSPORTATION EXPERTS
MEETING, LONDON, MAY 9-12:

BEGIN TEXT: OBJECTIVES OF THE STUDY.

MANY GOVERNMENTS, DEEPLY CONCERNED WITH THE PROBLEMS OF
CITIES TODAY, ARE ATTEMPTING TO DEVELOP REMEDIES IN WHICH
TRANSPORT CAN PLAY AN IMPORTANT PART. IT IS IMPORTANT
TO RECOGNIZE THAT THE MEANING OF THE PHRASE "URBAN REVITA-
LIZATION" VARIES A GOOD DEAL BETWEEN COUNTRIES AND EVEN
AMONG CITIES WITHIN THE SAME COUNTRY. THE PROBLEMS OF
CITIES AND THE VALUES AND PRIORITIES OF THEIR INHABITANTS
DIFFER. THUS, THE RESULTS DESIRED FROM EFFORTS AT IMPROVE-
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MENT CAN DIVERGE QUITE WIDELY. SOME MAY WISH TO STIMULATE
THE ECONOMIES OF CITIES IN ORDER TO PROVIDE EMPLOYMENT, OR
TO PROVIDE CITY GOVERNMENT WITH INCREASED REVENUES. OTHERS
MAY BE INTERESTED IN MORE DIRECT MEASURES TO PROVIDE JOB
OPPORTUNITIES FOR THE UNEMPLOYED. STILL OTHERS MAY WISH
TO CONCENTRATE ON THE PROVISION OF AN ATTRACTIVE ENVIRON-
MENT. THERE WOULD BE NO POINT IN TRYING TO CHOOSE AMONG

THESE DIFFERENT GOALS IN AN INTERNATIONAL STUDY. FOR THE PURPOSE OF THE STUDY, WE CAN DEFINE URBAN REVITALIZATION AS ANY ATTEMPT TO REMEDY IDENTIFIED ECONOMIC, SOCIAL OR ENVIRONMENTAL CONDITIONS IN A CITY OR PART OF IT THAT IS ACUTELY SUFFERING FROM ONE OR MORE OF THESE PROBLEMS.

BECAUSE OF ITS POTENTIAL FOR INFLUENCING THE LOCATION OF JOBS AND DWELLINGS AND PATTERNS OF MOVEMENT RELATED TO SOCIAL, CULTURAL AND RECREATIONAL LIFE, URBAN TRANSPORTATION CLEARLY PLAYS AN IMPORTANT ROLE IN MANY PROGRAMS DESIGNED TO COPE WITH CENTRAL CITY PROBLEMS. THERE IS A NEED FOR EXCHANGE OF INFORMATION ON EXPERIENCE ON THE ROLE THAT URBAN TRANSPORTATION MEASURES HAVE PLAYED IN ATTAINING URBAN REVITALIZATION OBJECTIVES. WHILE NATIONAL INTERESTS AND VIEWPOINTS ON URBAN PROBLEMS MAY VARY WIDELY, THERE MAY BE IMPORTANT INSIGHTS TO BE GAINED THROUGH COMPARISON AND COOPERATIVE ANALYSIS OF EXPERIENCE IN DIFFERENT COUNTRIES. THE CCMS FRAMEWORK, WHICH FACILITATES DIRECT, INFORMAL AND EFFECTIVE COLLABORATION AMONG EXPERTS, IS WELL SUITED FOR THIS TASK.

BASIC APPROACH :

THE BASIC APPROACH WILL BE TO USE THE CASE HISTORY METHOD WITH MAXIMUM RELIANCE ON WORK THAT HAS ALREADY BEEN DONE OR IS BEING DONE. THIS SPECIFICALLY INCLUDES INFORMATION UNCLASSIFIED

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DEVELOPED IN WORK DONE IN OTHER INTERNATIONAL BODIES. DETAILED METHODOLOGY FOR THE STUDY CANNOT BE FULLY DEVELOPED UNTIL CASE HISTORIES ARE SELECTED, SINCE EACH CASE WILL PRESENT ITS OWN PROBLEMS WITH RESPECT TO DATA AND ANALYSIS. IT IS NEVERTHELESS NECESSARY TO LAY OUT A GENERAL STRUCTURE FOR THE STUDY TO FACILITATE SELECTION OF CASE HISTORIES. THE GENERAL METHOD WILL BE TO EXAMINE PROBLEMS WHICH HAVE BEEN IDENTIFIED AND ACTED ON, EACH IN ITS OWN SETTING. THE MERITS OF VARIOUS TYPES OF URBAN TRANSPORTATION ACTIONS AS TOOLS FOR AIDING THE ACHIEVEMENT OF URBAN REVITALIZATION GOALS WILL BE ASSESSED.

IMMEDIATE ACTIONS:

THE PARTICIPATING COUNTRIES ARE ASKED TO BEGIN THE PROCESS OF SELECTING EXAMPLES BY IDENTIFYING URBAN REVITALIZATION POLICY OBJECTIVES OF THE TYPE DISCUSSED ABOVE, THAT HAVE BEEN ADOPTED BY RELEVANT DECISION-MAKERS IN DEALING WITH A SPECIFIC PROBLEM IN A CITY. FURTHER, THESE SHOULD BE CASES WHERE URBAN TRANSPORTATION MEASURES FORM A SIGNIFICANT PART OF THE ACTIONS CHOSEN TO ACHIEVE THE POLICY OBJECTIVES.

IN EVALUATING THE CONTRIBUTIONS OF THE ACTIONS STUDIES,
THE STUDY SHOULD TAKE NOTE OF INDIRECT OR SECONDARY EFFECTS,
WHEN DISCERNIBLE, THAT ACT EITHER TO REINFORCE, OR TO
COUNTER, THE PRIMARY EFFECT. OTHER CLEARLY RECOGNIZABLE
EFFECTS SHOULD ALSO BE TAKEN NOTE OF. FOR EXAMPLE, THE
MOVEMENT OF JOB OPPORTUNITIES OR OF POPULATION INTO THE
CITY COULD RESULT IN BRINGING JOB AND DWELLING LOCATIONS
CLOSER TOGETHER, WHICH HAS IMPORTANT IMPLICATIONS FOR
OVERALL TRANSPORTATION REQUIREMENTS AND ENERGY CONSUMPTION.

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EPA-04 HEW-06 HUD-02 INR-10 INT-05 L-03 NSAE-00
NSC-05 NSF-02 OIC-02 PA-02 PM-05 SOE-02 DOE-15
OES-07 SP-02 SS-15 TRSE-00 ICA-20 DODE-00 /133 W

-----116384 162109Z /62

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IN SELECTING EXAMPLES FOR STUDY, PARTICIPATING COUNTRIES
SHOULD CONSIDER, AMONG OTHERS, THE FOLLOWING TYPES OF URBAN
TRANSPORTATION POLICY ACTIONS.

--TRAFFIC MANAGEMENT MEASURES. 1

--TRAFFIC RESTRICTION MEASURES. 2

--PARA-TRANSIT SYSTEMS. 3

--IMPROVEMENT OR EXPANSION OF EXISTING CONVENTIONAL BUS,
- TRAM OR RAIL SYSTEMS.

--NEW URBAN TRANSPORT SYSTEMS. 4

--NEW HIGHWAY CONSTRUCTION.

--IMPROVED PEDESTRIAN FACILITIES

--BICYCLE FACILITIES

----- FOOTNOTES.

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1. TRAFFIC MANAGEMENT MEASURES ARE THOSE WHOSE PRIMARY GOAL IS TO AFFECT THE LOCATION OR THE DIRECTION OF THE FLOW OF TRAFFIC, BUT NOT NECESSARILY TO RESTRICT ITS VOLUME.

2. TRAFFIC RESTRICTION MEASURES ARE THOSE INTENDED TO REDUCE OR ELIMINATE IN CERTAIN AREAS THE VOLUME OF MOTOR TRAFFIC.

3. PARA-TRANSIT REFERS TO OPERATIONS USING MINI-BUS OR SIMILAR VEHICLES IN SERVICES WHICH MAY BE ON FIXED ROUTES AND SCHEDULES OR WHICH MAY OPERATE MORE FLEXIBLY IN THE MANNER OF DIAL-A-RIDE AND VARIANTS. IT INVOLVES THE USE OF PAID DRIVERS, AND DOES NOT INCLUDE CAR-POOLING OR OTHER ARRANGEMENTS FOR INCREASING THE OCCUPANCY OF PRIVATELY OWNED MOTOR VEHICLES.

4. NEW URBAN TRANSPORT SYSTEMS REFERS TO SYSTEMS WITH TECHNOLOGICAL INNOVATION AS DISCUSSED IN CCMS DOCUMENT 57 .

----- END FOOTNOTES.

IN NOMINATING EXAMPLES, PARTICIPATING COUNTRIES SHOULD TRY TO SUGGEST CASES IN MORE THAN ONE OF THESE CLASSES OF ACTION SO THAT THE FINAL SELECTION OF CASES WILL REPRESENT A BROAD SPECTRUM OF URBAN TRANSPORTATION ACTIONS.

ANOTHER IMPORTANT POINT TO BE BORNE IN MIND IN THE SELECTION OF EXAMPLES IS THE DIFFICULTY INVOLVED IN ESTABLISHING CAUSALITY. CARE SHOULD BE TAKEN TO SELECT CASES WHERE IT IS POSSIBLE TO TRACE THE EFFECTS OF THE TRANSPORTATION ACTION TAKEN OR TO SHOW THAT THE TRANSPORTATION ACTION WAS A VITAL COMPONENT OF A LARGER PACKAGE OF MEASURES.

PROCEDURE:
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EACH PARTICIPATING GOVERNMENT WOULD SUBMIT ITS NOMINATIONS FOR CASE HISTORIES TO THE PILOT COUNTRY. THE PILOT COUNTRY WOULD COMPILE AND SEND THEM TO ALL COUNTRIES PARTICIPATING IN THE WORK. THESE STEPS WOULD PROBABLY TAKE FOUR TO SIX

MONTHS. ANOTHER MEETING WOULD THEN BE REQUIRED TO
AGREE ON THE CASES TO BE USED AND ON THE METHODOLOGY.
TOTAL TIME REQUIRED FOR THE STUDY WOULD BE TWO TO THREE
YEARS. END TEXT. BENNETT

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: TRANSPORTATION, URBAN DEVELOPMENT
Control Number: n/a
Copy: SINGLE
Draft Date: 16 may 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 jan 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978USNATO04894
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D780207-0020
Format: TEL
From: USNATO
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t19780552/aaaabrzi.tel
Line Count: 228
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 55353e9c-c288-dd11-92da-001cc4696bcc
Office: ACTION EUR
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: 78 STATE 97458, 78 USNATO 4875
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 28 mar 2005
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 2672669
Secure: OPEN
Status: NATIVE
Subject: CCMS: PROPOSAL FOR PILOT STUDY ON ROLE OF TRANSPORTATION IN URBAN REVITALIZATION
TAGS: SENV, ETRN, NATO, CCMS
To: STATE
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/55353e9c-c288-dd11-92da-001cc4696bcc
Review Markings:
Sheryl P. Walter
Declassified/Released
US Department of State
EO Systematic Review
20 Mar 2014
Markings: Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014